GENERAL MUNICIPAL PLAN

Town of Bon Accord

EDMONTON METROPOLITAN REGIONAL PLANNING COMMISSION

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OUR FILE .....

YOUR FILE.....

June 10, 1983

Mr. Kenneth Fearnley, Mayor
Town of Bon Accord
BON ACCORD, Alberta

Dear Mayor Fearnley:

RE: Bon Accord General Municipal Plan

It is my pleasure to submit to you the Town of Bon Accord General Municipal Plan as prepared by the staff of the Edmonton Metropolitan Regional Planning Commission.

The Plan, prepared in accordance with the provisions of the Planning Act, provides planning policies with respect to population growth, future land uses, economic development and municipal services.

I trust that the Plan will serve as a useful policy document and will assist Council in its future deliberations.

Yours truly,

R. N. Giffen
Executive Director

RNG/ig

Attachment

TOWN OF BON ACCORD

GENERAL MUNICIPAL PLAN

Prepared by the
Edmonton Metropolitan Regional Planning Commission

OFFICE CONSOLIDATION

Persons using this consolidation are hereby informed that it has no legal sanction unless signed and sealed; that amendments may have since been made and not yet been embodied within the text of this copy; and that reference should be made to the original bylaws as contained in the municipal office for purposes of legal interpretation and application.

TOWN OF BON ACCORD GENERAL MUNICIPAL PLAN

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PART ONE:

Administration

SECTION 1 SCOPE AND IMPLEMENTATION

The land use policies described within this document are intended to guide and control the subdivision and development of land within the Town and provide a framework for decision-making for the municipal administration, the Council and any private and public interests. This General Municipal Plan is intended to be a flexible document and, therefore, as changing conditions dictate revisions and amendments to the plan may be necessary with the emergence of new development commitments, budget constraints, shifting public priorities and changing market conditions. Generally, the plan will be reviewed every five years, or more often if the Town deems it necessary.

SECTION 2 PLANNING PERIOD

This General Municipal Plan is designed for a future population of approximately 4,000 residents, within a projected twenty year time frame.

SECTION 3 GROWTH MANAGEMENT

The Council intends to encourage both the Town's administration and the residents to identify issues and opportunities which may be incorporated into growth plans. Specific activities might include, but need not be limited to:

(1) monitoring ongoing land use changes;

(2) periodically conducting a community survey, possibly in conjunction with the municipal census;

(3) maintaining liaison with a variety of groups and agencies responsible for the provision of public services.

SECTION 4 REGIONAL PLAN

Pursuant to Section 54(1) of the Planning Act, when a Regional Plan is enacted this General Municipal Plan shall, if necessary, be amended to conform with the Regional Plan.

SECTION 5 LAND USE BYLAW

It is intended that, as determined necessary, the Land Use Bylaw be amended to implement the policies contained herein.

SECTION 6 PUBLIC INFORMATION

This General Municipal Plan, as adopted and amended by the Town, shall be available at the Town Office to any member of the public for purchase or review.

SECTION 7 INTERPRETATION

(1) Flexibility

It is intended that the boundaries of land use designations, the location of future roads and all quantities and figures contained herein be considered as approximate only and not absolute. Any minor adjustment or variance that may be necessary shall not require an amendment to this document.

(2) Metric and Imperial Measurements

Where a measurement is provided in this document in both metric and imperial units, the metric measurement shall take precedence for purposes of interpretation.

(3) Verb Meanings

(a) MAY, when used in this document, implies a permissive action and confers a power or privilege.

(b) SHALL, when used in this document, connotes mandatory compliance.

(c) SHOULD or WILL, when used in this document, expresses a position taken or imposed which can be varied for valid planning reasons.

PART TWO:

Municipal Philosophy and Goals

SECTION 8 MUNICIPAL PHILOSOPHY

The following philosophy will guide the Town in its decision-making capacity concerning land use planning matters:

> "The Town of Bon Accord views its role within the Edmonton Metropolitan Region as predominantly one of a residential commuter centre. While the Town will encourage industrial and commercial land use of an acceptable type and quality, it may restrain the rate of residential expansion in order to provide adequate support services and utility infrastructure for the existing community and not overburden the municipal tax base. Above all, the Town will endeavour to grow in an orderly and rational manner to the benefit of its present and future citizens."

SECTION 9 MUNICIPAL PLANNING GOALS

Prior to the establishment of specific land use policies, it is considered desirable to formulate a series of reasonable and achievable municipal planning goals. The following goals have been adopted by the Town:

(1) To continue to establish and maintain a high degree of cooperation and communication with the Municipal District of Sturgeon with respect to Town expansion and peripheral subdivision proposals;

(2) To assure, through proper design a high standard of housing and the maintenance of well-balanced and aesthetically attractive residential areas;

(3) To develop in a manner which achieves a reasonable balance of industrial, commercial and residential assessment but which recognizes the municipality's role as a service and commuter centre in the Edmonton Metropolitan Region;

(4) To encourage the redevelopment and revitalization of the Town centre as an area to accommodate commercial, institutional and medium density residential housing;

(5) To ensure that development and redevelopment will be of the highest possible quality so that the community will continue to grow as an attractive place to live and work.

SECTION 10 POPULATION GROWTH OBJECTIVE

(1) The Town will monitor the rate of population growth annually, with the objective being that growth, generally, not exceed a maximum of ten (10) percent per annum or such lesser figure as determined desirable by the Town.

(2) Generally, the Town will endeavour to reach a target population of 3,500 to 4,000 persons by the year 2000.

SECTION 11 BALANCED ASSESSMENT BASE OBJECTIVE

(1) The Town will attempt to achieve and maintain a balanced municipal assessment base.

(2) In this respect, the Town may limit residential development, as determined necessary, or require a developer to submit to the Town, prior to subdivision approval, an analysis and projection of the impact a proposal would have on the municipal assessment base.

PART THREE:

General Planning Policies

SECTION 12 STAGING OF RESIDENTIAL SUBDIVISION

POLICY 1: Areas of future residential expansion shall be staged to ensure the orderly extension of water, storm drainage and sewer lines, utilities, roadways and park systems.

POLICY 2: In order to discourage non-contiguous development resulting from premature subdivision, a stage of subdivision should provide a supply of lots that could reasonably be expected to contain developed housing units within a two year time frame.

POLICY 3: The Town will not allow a successive stage of subdivision to occur within a logical planning area, as defined by the Town, until a majority of lots in any previous stage of subdivision within that same area have been issued development permits or unless the developer can clearly demonstrate that the lots in a successive stage would not remain undeveloped for an extended period of time.

SECTION 13 UTILITY SYSTEMS

POLICY 4: Utility systems shall be upgraded and expanded in accordance with the Town's engineering plans for servicing infrastructure and as needs dictate.

POLICY 5: Urban development in the Town may be allowed as long as the municipal sewage disposal system and water supply system are capable of providing sufficient capacity.

SECTION 14 DEVELOPMENT AGREEMENTS

POLICY 6: In private development areas, the developer will be responsible for providing the roadways, sidewalks, curbs, drainage and storm sewer systems, culverts, landfills, water and sewage disposal systems and public utilities, which are necessary to serve the development.

POLICY 7: Further, the Town shall recommend to the Subdivision Approving Authority that, as a condition of subdivision approval of a major subdivision, the developer will be required to enter into a development agreement with the Town, as authorized under the Planning Act.

SECTION 15 RESERVE DEDICATION

POLICY 8: The Town will recommend to the Subdivision Approving Authority that the following conditions of subdivision approval apply:

(a) for residential subdivisions, reserve be dedicated in the form of land and designated either Municipal Reserve (MR) or Municipal School Reserve (MSR) for the provision of parkland, open space, buffers, school sites or recreational areas; and

(b) for industrial or commercial subdivisions, reserve be dedicated in the form of either land, in accordance with (a), or money-in-lieu of reserve land, to be provided to the Town, or a combination, to be determined on a case by case basis.

POLICY 9: The Town and School Authority(ies) will attempt to reach a joint agreement respecting the dedication of creditable reserves and such an agreement may modify either (a) or (b) of Policy 8.

SECTION 16 AREA STRUCTURE PLAN/AREA REDEVELOPMENT PLAN/OUTLINE PLAN[1]

The areas that require the preparation of an Area Structure Plan or Area Redevelopment Plan or approved Outline Plan satisfactory to the Town comprise those large tracts of land presently vacant within the Town and designated for urban expansion.

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[1]NOTE: An Outline Plan is not adopted by bylaw whereas an Area Structure Plan, by definition, must be.

POLICY 10: Further, the Town may revoke, amend or vary any Area Structure Plan/Outline Plan in effect or require the preparation of another Area Structure Plan/Outline Plan where the one existing is deemed unsatisfactory.

POLICY 11: An Area Structure Plan/Outline Plan shall be required prior to any major subdivision taking place and shall describe:

(a) the stages of subdivision proposed and the sequence of said stages;

(b) the specific land uses proposed within each stage;

(c) the location of any major public utilities;

(d) the location of creditable reserve land (buffers, parks, playgrounds, school sites, recreational areas) and environmental reserve land; and

(e) the road hierarchy and highway accesses.

POLICY 12: A Downtown Area Redevelopment Plan will be undertaken when the Town considers it necessary, and would be directed toward improving the aesthetic quality of the central business district and promotion of the Town's retail commercial activities.

SECTION 17 FUTURE BOUNDARY EXPANSION

POLICY 13: The direction and timing of the Town's future boundary expansion remains uncertain at this time and will depend upon many factors, notably the rate of residential growth and the ability of the Town to establish an industrial park.

POLICY 14: Overall the Town, in making a decision on expansion, recognizes the following planning considerations and physical constraints:

(a) The traffic and safety problems and the division of the community brought about by the following man-made constraints: Highway No. 28, the railway line and Lily Lake Road;

(b) The potentially undesirable effects of placing industrial development upwind from residential areas;

(c) The necessity of separating industrial activities and associated traffic from residential areas.

SECTION 18 NOISE ATTENUATION ADJACENT TO THE RAIL LINE

POLICY 15: The noise levels affecting residential areas adjacent to the rail line should be established prior to subdivision approval by the use of prediction techniques satisfactory to Alberta Transportation. Consideration should be given to expected future increases in noise levels for at least a ten year period.

POLICY 16: The Town will encourage such noise attenuation measures as berms, fencing or planted screens or a combination thereof, and sufficient lands shall be reserved to accommodate such noise attenuation measures.

POLICY 17: The developer should show, to the satisfaction of the Town, that the noise level in outdoor residential areas is the lowest that is technically and economically attainable. In no case should predicted noise levels in new developments exceed 65 DBA LDN.[1]

[1] A unit of noise measurement which condenses noise levels over a 24 hour period to a single number in a manner that accounts for the additional severity of night time noise levels in land uses sensitive to sleep interference (i.e. residential dwellings).

POLICY 18: A minimum 61 metre (200 foot) setback from the edge of the railway right-of-way to the nearest residential structure in new development areas should be provided. A distance of less than 61 metres but not less than 27.5 metres (90 feet) may be acceptable, provided the developer can demonstrate that noise levels would not exceed 65 DBA LDN in outdoor areas and 35 DBA LDN within the dwelling unit.

POLICY 19: A buffer strip of public lands at least 7.6 metres (25 feet) in depth should be provided adjacent to the railway right-of-way to be used for planted screening, fencing or berms.

SECTION 19 WETLAND AREA

The Wetland Area refers to those low lying lands in the Town characterized by swampy conditions and standing water.

POLICY 20: Prior to the subdivision or development of lands in proximity to a Wetland Area a Geotechnical Report, providing information on water tables and adaptive construction measures and techniques required to deal with any highwater table conditions where they exist, shall be submitted to the Town.

PART FOUR:

Land Use Policies

SECTION 20 INTRODUCTION

It is the intent of this Plan that lands within the planning area shall be developed in accordance with the Future Land Use Map.

The Future Land Use Map divides the Plan Area into the following land use designations with corresponding policies provided for each designation:

RESIDENTIAL
TOWN CENTRE
LOCAL CONVENIENCE CENTRE
HIGHWAY COMMERCIAL
LIGHT INDUSTRIAL
COMMUNITY
OPTIONAL EXPANSION AREA

SECTION 21 RESIDENTIAL

The municipal policies concerning the subdivision and development of land in areas so designated shall be as follows:

POLICY 21: Residential uses include single and two family dwellings, mobile homes and multiple family dwellings. Uses which are complementary to or serve these basic residential uses, such as parks, churches, neighbourhood commercial uses, public utilities and facilities ancillary to the aforementioned, may also be allowed.

POLICY 22: In its review of development or subdivision proposals, the Town will give consideration to the following:

(a) variation in setbacks to create a potentially more interesting streetscape, while enhancing the rear yard as the prime open space area for individual residential dwellings;

(b) the development of various focal points in residential areas in order to encourage community cohesion and interaction;

(c) the development of pedestrian circulation systems linking residential areas with schools, parks and recreation facilities;

(d) the design of distinct neighbourhood units which discourage through traffic and are oriented inward, away from high traffic thoroughfares;

(e) the provision of a suitable number of vehicular access points to a neighborhood.

POLICY 23: A residential proposal should adhere to the following maximum development densities:

(a) 29.7 units per hectare (12 units per net acre) for small residential lots; and

(b) 17.3 to 22.2 units per hectare (7 to 9 units per net acre) for conventional residential lots.

NOTE: Conventional residential lots are considered to be lots having a width of at least 15 metres (49 feet). Small residential lots are considered to be lots having a width of no greater than 15 metres (49 feet).

POLICY 24: The Town shall control the number, extent and location of two family lots and small lots. When determining the number and extent of such lots the following factors will be considered by the Town:

(a) cost reduction over conventional sized lots in the Town, and selling price to the consumer;

(b) current inventory and apparent marketability of small lots;

(c) aesthetic appearance and design of small lot neighbourhoods; and

(d) impact of small lot neighbourhoods on traffic, parking, demand for public services, park and recreational facility use and other municipal services.

POLICY 25: Two family dwellings and small residential lots should:

(a) not front onto major collector roads unless a rear lane or service road is provided and adequate front yard setbacks can be maintained; and

(b) be situated in distinct clusters along residential streets or serve as a transitional housing type separating medium density residential uses from conventional residential dwellings.

POLICY 26: The Town shall require, in the case of small lots or unique residential developments, that an architectural design plan be prepared by the developer to the satisfaction of the Town. This plan shall deal with such matters as site grading, house and building types, setbacks, orientation, massing, architectural standards, elevations, accessory building location and design, exterior facades and colours and fencing details of the project.

POLICY 27: For multi-family residential dwellings, the maximum permitted development densities should be as follows:

(a) 89 units per net hectare (36 units per net acre) for sites with multi-family residential dwellings containing 8 or more dwelling units; and

(b) 34.6 units per net hectare (14 units per net acre) for sites with medium density residential buildings containing less than 8 dwelling units.

POLICY 28: In keeping with the scale of the Town, multi-family residential buildings, in general, should not exceed four storeys in height nor contain more than 40 dwelling units.

POLICY 29: Innovative multi-family residential dwelling schemes should be encouraged where it has been illustrated that they will be attractive enough in design and price to warrant the relaxation of conventional standards.

POLICY 30: Multi-family residential dwellings exceeding 10 dwelling units should be located along collector roadways.

POLICY 31: Each multi-family site should contain an area for on-site parking and an amenity area adequate to serve the specific density, location and type of development and the needs of the prospective residents.

POLICY 32: The Town will only allow a mobile home park in areas specifically designated for this type of residential use under either an Area Structure Plan or Outline Plan.

POLICY 33: The owner of a mobile home park will be responsible for construction and maintenance of internal roads, underground services, communal areas and buildings, together with general park management, including snow removal, garbage collection and the like.

POLICY 34: A mobile home park shall contain landscaping and buffers along adjoining properties, to provide a screen from adjacent land uses.

POLICY 35: In general, the single family detached dwelling shall serve as the principal dwelling type in future residential developments in the Town.

POLICY 36: Those areas designated as residential on the Future Land Use Map but not yet subdivided or developed as such are intended to remain in extensive agricultural use or natural open space until urban development occurs.

SECTION 22 TOWN CENTRE

The municipal policies concerning the subdivision and development of land in areas so designated shall be as follows:

POLICY 37: Town Centre uses include primary and secondary commercial activities, personal and professional service facilities, government and institutional uses, cultural and entertainment enterprises, hotels, motels and medium density residential dwellings. Public uses and utilities and uses ancillary to the foregoing may also be allowed.

POLICY 38: The Town will provide sufficient areas of land in suitable locations to allow for a variety of types of commercial uses.

POLICY 39: Primary commercial uses should be concentrated along 50th Avenue and 50th Street to encourage the development of a compact, central core area; any expansion outward should occur in a contiguous manner.

POLICY 40: Town Centre uses shall not encroach upon existing residential neighbourhoods unless it can be demonstrated that sufficient infilling or redevelopment alternatives do not exist.

POLICY 41: Secondary commercial uses should not locate along 50th Avenue, but rather on the fringe of the Town Centre if alternative sites are not available elsewhere in the Town.

POLICY 42: Programs to improve the visual image of the Town Centre, will be encouraged and supported by the Town. Such programs may include:

(a) planting of trees and shrubs along Railway Avenue;

(b) provision of benches on major streets;

(c) encouraging store front renovations;

(d) enforcement of sign regulations, through the land use bylaw; and

(e) provision of street amenities such as bicycle racks, garbage containers, street lighting, etc.

POLICY 43: The Town may allow multiple family residential housing within the Town Centre, in conjunction with retail and/or office development, provided proper access and adequate off-street parking facilities can be achieved.

SECTION 23 LOCAL CONVENIENCE CENTRE

The municipal policies concerning the subdivision and development of land in areas so designated shall be as follows:

POLICY 44: Local Convenience Centre uses include primary retail commercial uses serving the immediate neighbourhood but not competing directly with the Town Centre. Such uses may include food stores, service stations and gas bars, drug stores, take-out restaurants, drycleaning and clothes washing establishments, and the like.

POLICY 45 A Local Convenience Centre should:

(a) be located at least 0.2 hectares (0.5 miles) from the Town centre along a major collector road and at neighbourhood entry points;

(b) be situated on a parcel of land not exceeding 0.81 hectares (2 acres) in area;

(c) contain a maximum gross leasable area of 1858 m^2 (20,000 sq. ft.);

(d) provide proper buffer and visual screening from adjacent residential areas;

(e) provide adequate on-site parking and service access; and

(f) have regard for the scale and character of the surrounding neighbourhood as reflected in site and architectural design guidelines.

SECTION 24 HIGHWAY COMMERCIAL

The municipal policies concerning the subdivision and development of land in areas so designated shall be as follows:

POLICY 46: Highway Commercial uses include commercial uses which cater to the travelling public and the automobile, such as hotels, motels, restaurants, service stations, equipment storage yards, public uses and the like. Secondary commercial uses may also be allowed.

POLICY 47: Access points from areas designated Highway Commercial to Highway No. 28 will be limited and designed to minimize the interaction between local and highway traffic. In this respect, service roads for sites along the highway or alternate methods of achieving indirect highway access from a site shall be provided.

POLICY 48: Highway Commercial areas shall enforce sign regulations to a degree which prevents signs from conflicting with highway traffic.

POLICY 49: Highway Commercial sites should be designed to provide for a variety of lot sizes, of suitable dimension to accommodate those uses likely to be developed there.

SECTION 25 LIGHT INDUSTRIAL

The municipal policies concerning the subdivision and development of land in areas so designated shall be as follows:

POLICY 50: Light Industrial uses will include light industrial developments, storage uses and secondary commercial development. Public uses and uses ancillary to the foregoing may also be allowed.

POLICY 51: Light industries with a potential for generating noise, odours or toxic or noxious emissions, or producing discharge of solid, liquid or gaseous wastes or similar hazardous by-products shall be required to locate in those areas of an industrial park which are furthest from residential development. Further, if the potential hazard from any of the foregoing is severe, the industrial activity may not be allowed to locate within the Town.

POLICY 52: The potential industrial development areas in the Town include the following:

AREA	LOCATION	DEVELOPMENT TIME FRAME	DESCRIPTION
1	Railway Station Grounds	Immediate	Would require a lease from CPR
2A	West Half 17-56-23-W4	Long-Term	Would require expansion of Town boundaries
2B	NE 18-56-23-W4 and SE 18-56-23-W4	Long-Term	Would be dependent upon the extension of utility services

POLICY 53: The areas and dimensions of proposed industrial parcels should be suitable for the types of industrial development anticipated.

POLICY 54: Industrial areas should be designed to have direct access to truck routes, highways and rail lines so that the main transportation linkages bypass the Town Centre and the residential areas.

POLICY 55: If it is determined that the pace of industrial development in the municipality is found unsatisfactory, the Town may undertake a program of industrial land banking as a means of facilitating and promoting local industrial development.

POLICY 56: If land acquisition proves difficult, even impossible, the Town may consider acquiring a portion of the industrially designated land within the Town and taking over the financial responsibilities for its servicing and sale.

SECTION 26 COMMUNITY

The municipal policies concerning the subdivision and development of land in areas so designated should be as follows:

POLICY 57: Community uses include schools, parks and playgrounds, passive and active recreational facilities, parking areas, public uses, institutional uses and the like.

POLICY 58: An area for the provision of a school and associated facilities shall be provided in either the NE or SE 18-56-23-W4; the site size and configuration is to be to the satisfaction of the school authority and the Town.

SECTION 27 OPTIONAL EXPANSION AREA

POLICY 59: This designation means that such lands are potentially needed in the long-term and are not committed at this time to either residential or industrial land use.

POLICY 60: In this respect, subdivision and development of these lands will be dependent upon the Town's expansion strategy and future growth plans.

PART FIVE:

Transportation Policies

SECTION 28 TRANSPORTATION

The formulation of a road classification system and a set of transportation policies is intended to satisfy two major objectives: the movement of through traffic into and out of the Town as efficiently as possible and the safe and unimpeded movement of people and goods between and within different land use areas.

SECTION 29 ROADWAY CLASSIFICATION

POLICY 61: MAJOR COLLECTORS: These road are designed to carry medium to high level traffic volumes through the Town over a right-of-way which should generally be 24.5 metres (80 feet) to 55.6 metres (180 feet) in width.

POLICY 62: MINOR COLLECTORS: These roads are designed to carry medium level traffic volumes between local roads and major collectors, to serve secondary traffic generators, such as community parks, schools and business centres, and to distribute traffic from major collector roads to local residential, commercial and industrial sectors over a right-of-way width of approximately 20 metres (66 feet) to 24 metres (79 feet).

POLICY 63: LOCAL ROADS: These roads are designed to carry low level traffic volumes and to provide access to individual lots over a right-of-way width of approximately 18 metres (59 feet) to 20 metres (66 feet).

SECTION 30 TRANSPORTATION POLICIES

POLICY 64: The roadway system shown on the Future Land Use Map shall be considered to be conceptual only and to be used as a guide in the design of the future development areas.

POLICY 65: In designing a roadway system the following policies should be applied:

(a) in new subdivisions, no residential lots should front directly onto a major collector road;

(b) highway interchanges and internal roadway systems should be located and designed so that Highway No. 28 is not used as an interurban roadway by local traffic;

(c) street systems should be planned in new residential subdivisions so as to minimize through traffic;

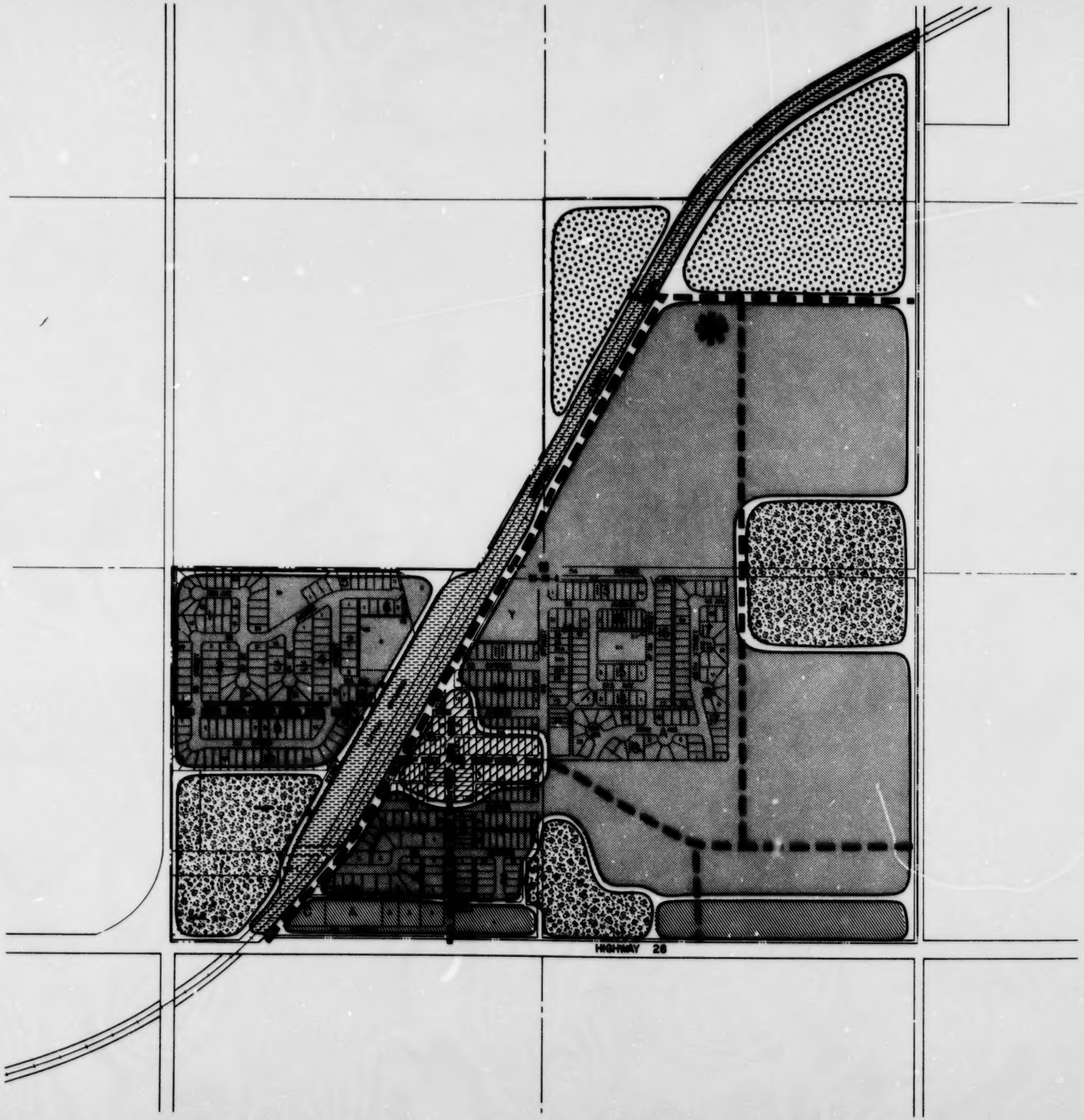
(d) highway commercial lots should provide access from either an internal roadway or service road, but not directly onto Highway No. 28;

(e) roadways should be designed so that industrial traffic is not routed through residential neighbourhoods; and

(f) pedestrian walkways and open space systems should be provided to link residential areas with major traffic generators (i.e. town centre, schools, recreational facilities, etc.).

PART SIX:

Future Land Use Map



FUTURE LAND USE MAP

- RESIDENTIAL
- TOWN CENTRE
- HIGHWAY COMMERCIAL
- COMMUNITY
- LIGHT INDUSTRIAL
- OPTIONAL EXPANSION AREA
- LOCAL CONVENIENCE CENTRE SCHEMATIC
- MAJOR COLLECTOR ROADWAY SCHEMATIC

Bylaw No. 179

N

Edmonton Metropolitan Regional Planning Commission

Town of Bon Accord
General Municipal Plan

PART SEVEN:

Enactment

TOWN OF BON ACCORD

GENERAL MUNICIPAL PLAN

BYLAW NUMBER 179

A bylaw of the Town of Bon Accord for the purpose of adopting the Bon Accord General Municipal Plan.

WHEREAS Section 61(1)(a) of the Planning Act provides that a municipality having a population of 1,000 or more shall by bylaw adopt a general municipal plan for the municipality;

WHEREAS the Council of the Town of Bon Accord deems it advisable to adopt a General Municipal Plan;

NOW THEREFORE the Council of the Town of Bon Accord, duly assembled, hereby adopts the Bon Accord General Municipal Plan and in doing so rescinds the previous general municipal plan in effect.

READ a first time this 1st day of February, 1983 A.D.

READ a second time this 5th day of April, 1983 A.D.

READ a third time and finally passed this 5th day of April, 1983 A.D.

CERTIFIED A TRUE COPY

(SIGNED)

K. Fearnley
MAYOR

(TOWN SEAL AFFIXED)

FOR TOWN OF BON ACCORD

(SIGNED)

L. Davies
SECRETARY TREASURER

APPENDIX A

Urban Design Principles For SE 18-56-23-W4th

APPENDIX A

URBAN DESIGN PRINCIPLES: SE 18-56-23-W4th

This appendix is attached to this document for information purposes only and should not be considered a part of the Bon Accord General Munici al Plan, Bylaw Number 179.

APPENDIX A **URBAN DESIGN PRINCIPLES FOR SE 18-56-23-W4th**

The following principles are not meant to be fixed or inflexible, in recognition of the number of potential variations and configurations in roadways, parklands and land uses that may occur within this quarter section.

However, any urban design for this quarter section should, generally, reflect the following:

(1) Service roads should be provided along Highway No. 28 and the intersection of such roadways with Lily Lake Road should be designed so as not to create traffic congestion problems at the junction of Lily Lake Road and the Highway.

(2) One direct access to Highway No. 28 may be allowed from the quarter section, however, the roadway configuration emanating from that intersection must be such that it discourages through traffic to residential areas and serves only the immediate highway commercial and residential functions.

(3) 54th Avenue may be closed in the future to be consolidated into a large (±20 acre) park area to accommodate schools and major community recreational facilities on the east side of the Town. A T-shaped intersection should be created between 54th Avenue and the north-south roadway adjacent to the west side of the school site. This north-south roadway is to serve as an internal collector.

(4) Fiftieth Avenue (or possibly 49th Street) should be extended eastward to Lily Lake Road.

(5) The majority of wetland in the southwest corner of the quarter shall be dedicated as a Public Utility Lot or Environmental Reserve if determined to be undevelopable.

(6) Approval of lands for urban development in the southwest corner of the quarter will occur only after scrutiny by the Town, vigorous engineering testing, and the recommendations of Alberta Environment and any other relevant government agencies being given consideration. Accordingly, the design in this area shall reflect the possibility that the lands will be determined undevelopable.

(7) Buffer strips of 7.5 to 11 metres in width shall be required along Lily Lake Road to separate any residential areas from highway commercial uses. Further, no low density residential lots shall front toward Lily Lake Road, the highway commercial areas or 54th Avenue.

POOR

QUALITY

ORIGINAL